



MEETING NOTES

Meeting Date: December 12, 2006
Meeting Time: 10:30 am
Location: Parker Town Chambers
Subject: Technical Advisory Committee (TAC) Meeting
Attendees: See Attached Sign-In List
Preparation date: January 18, 2007
Prepared by: Cathy Hollow

The meeting started with attendee introductions (see attached list).

Charlene FitzGerald, ADOT Project Manager, stated that the Western Area was one of 11 profiles being conducted around the state.

Cathy Hollow, PB Project Manager, reviewed the purpose of the regional profiles. The profiles will provide input into the next iteration of the state long-range plan update, MoveAZ.

Next, a draft of Working Paper number 1 was handed out to the attendees. Cathy noted that this was a draft for TAC review.

Paul Patane asked how turnback routes were going to be handled in the regional profile. In the Yuma area, he was referring to US 95 (MP 1 to 25), Business 8, and SR 280. The routes that are to be turned back from ADOT to local agencies are being shown as part of existing conditions. The routes will not be evaluated as part of the future road system.

Business 10 in Quartzsite was added to the list of turnbacks. There is an agreement in place that indicates B-10 will be turned back once improvements are completed. The south frontage road will still be part of the state system. The discussion continued with comments about route continuity and connectivity. There was concern that once B-10 is turned back, US/SR 95 will not have a state facility connection to I-10. The connection will be signed on a local street.

Mark Clark suggested that the planned future routes be added to Figure 1, the study overview map. The TAC agreed that the routes should be added to that first map.

Continuing the discussion about future routes, Cathy asked about the new Colorado River Bridge and the designation of US 93. According to Ken Paetz, the bridge route will become US 93. The existing segment of US 93 to Hoover Dam will be turned over to the Bureau of Reclamation and the National Park Service.

Programmed ADOT projects will be listed as part of the Future Conditions. Some maintenance projects are not always accounted for in HPMS. For example, SR 95 was re-stripped in Mohave Valley between King Street and Willow to provide four through lanes. This changes the number of lanes and shoulder width. In addition, several segments were mentioned that have had a project completed recently that increased the



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number of lanes. Cathy indicated that any updates on existing conditions will be forwarded to the ADOT data team for inclusion in the HPMS.

There was a request to revise the legend on the shoulder width map. The term "not available" needs to be changed. Also, the shoulder widths should be reviewed. In some cases, maintenance may have re-stripped the roadway and reduced the shoulder width. For example, in Mohave Valley, at King St and Willow, there are now four 11-foot lanes and no shoulders.

Dave Barber reported that the 2006 population estimates are supposed to be published within the next couple weeks.

The level of service map was reviewed. It was agreed that level of service C should be the threshold for improvements.

A question was asked about using accident data to help evaluate the system. The accident data will be added to the Existing Conditions.

The new commercial port of entry in Yuma will have to be noted in the Future Conditions.

The existing transit service and use of the state highways was listed in the Existing Conditions section. There was a brief discussion about bus stops on the state highways. Previously, stops were not allowed, but that may have been changed. PB will check with Jim Dickey to verify if stops are allowed.

It was suggested that a map be included to show the railroads and airports in the study area. It was noted that BNSF in the northern portion of the study area is already double-tracked. The UP is in the process of double tracking.

The environmental map needs to show a landfill on the west side of SR 95 south of Parker opposite the one on the east side. Also, the symbol for underground storage tanks (UST) needs to be changed. It was noted that the Duval Mine near Chloride was recently reopened. Recently, there has been some concern about the environment and the mining of landscape material adjacent to SR 66 in Truxton near Valentine.

The study area map needs to be revised to show all tribes.

Cathy asked for assistance in identifying planned new developments throughout the area. Dave Barber mentioned that Mohave County Planning has information on projected growth in the county. DES population projections were reviewed however projections by community were not available. Lake Havasu City is expected to double in size in the next 25 years. It was reported that MAG has prepared a full build-out of the state. The CYMPO has a full-build projection for Central AZ.

Forecasts need to take into account seasonal traffic and tourists. This includes both interstate and intrastate tourists. Grand Canyon West is planned near Dolan Springs. A new overhang viewing site is planned to open sometime in 2007.



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Truck traffic is expected to increase. The Canamex Western Passage is the new port east of San Luis. A new deep water port is being discussed for south of Ensenada. This could impact freight through the new port. The new oil refinery is still being planned east of Yuma. A land exchange is taking place for an ethanol plant just outside of Wellton.

It was requested that the report include background information on all the Regional Transportation Profiles, the purpose and study areas. Also, it was requested that the study include some historical data on the population and traffic in the study area.

The meeting was adjourned at 11:45.

Next Meeting: The next meeting is tentatively scheduled for February 6, 2007 at 10:30, Parker Town Chambers (to be confirmed).

Distribution: TAC members

Attachments: Sign in

TAC MEETING SIGN-IN

December 12, 2006

✓ Sign In

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WESTERN AREA REGIONAL TRANSPORTATION PROFILE

TAC MEETING SIGN-IN

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